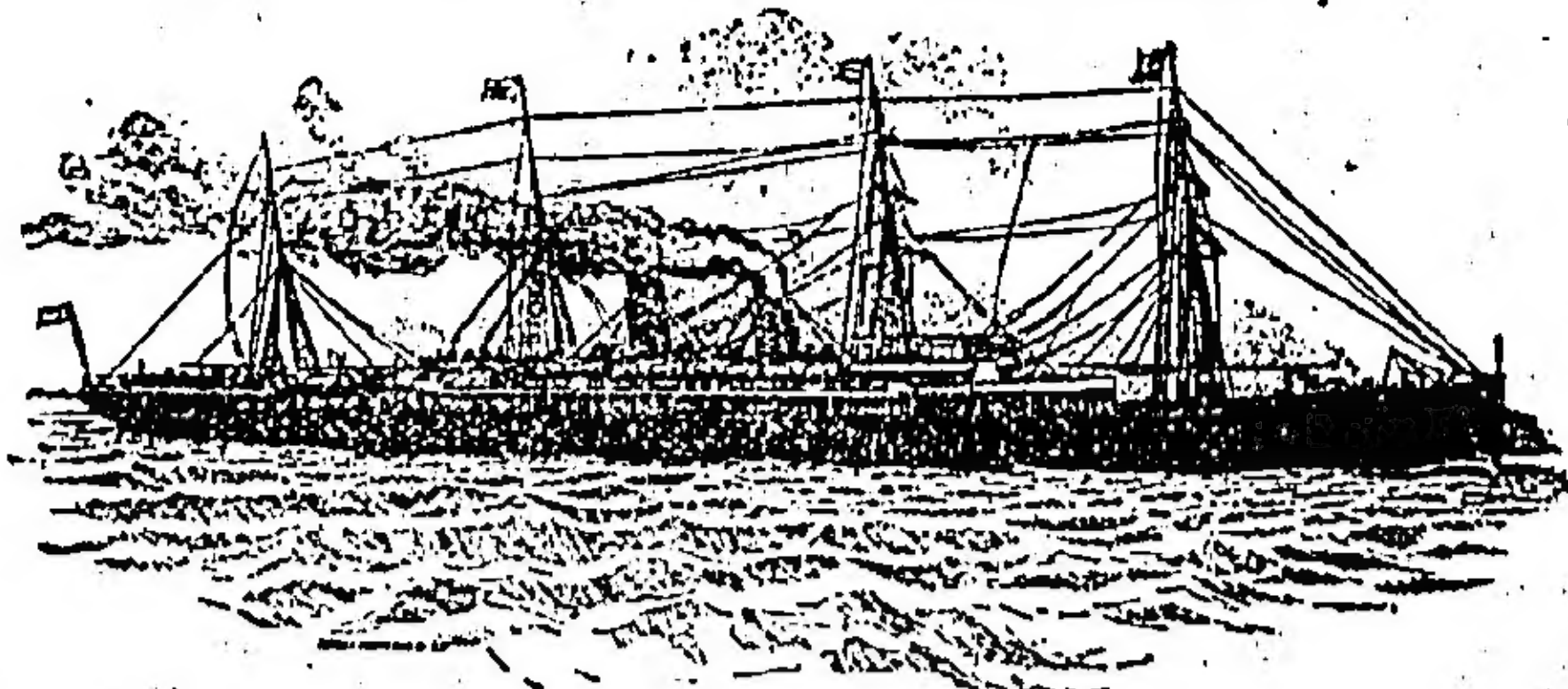


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GABRIEL"	FRIDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DOBLIG"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th July, 1903.

CANADIAN PACIFIC RAILWAY COY.'S

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.
"TARTAR"	4,425 "	WEDNESDAY, 23rd September.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 7th October.
"ATHENIAN"	3,882 "	WEDNESDAY, 21st October.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 4th November.
"TARTAR"	4,425 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

Ostasiatischer Frachtdampfer Dienst.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG	HAVRE and HAMBURG.	17th July.	Freight.
WURZBURG	(Calling at SINGAPORE and PENANG.)		
v. Binzer	HAVRE, BREMEN and HAMBURG	29th July.	Freight and Passengers.
BADENIA	(Calling at SINGAPORE and COLOMBO.)		
Rorden	HAVRE and HAMBURG.	12th August.	Freight.
STILHONIA	(Calling at SINGAPORE and PENANG.)		
Hildebrandt	HAVRE and HAMBURG.	26th August.	Freight.
KONIGSBERG	(Calling at SINGAPORE and COLOMBO.)		
Mayer	HAVRE and HAMBURG.	9th Sept.	Freight and Passengers.
ANDALUSIA	(Calling at SINGAPORE and PENANG.)		
von Dohren	HAVRE and HAMBURG.	23rd Sept.	Freight.
ARABIA	(Calling at SINGAPORE and COLOMBO.)		
Bahle	NEW YORK	about middle of August.	
	VIA SUEZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons.	Captain H. D. Jones.
"PO-YAN"	2,138 "	C. F. Morrison, R.N.R.
"FATSHAN"	2,160 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sunday at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
------------------	-------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. after special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. (Sundays excepted).

CANTON-MACAO LINE.

S.S. "NANNING"	563 tons.	Captain R. D. Thomas.
"SAINAM"	588 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th May, 1903.

MACWEN, FRICKEL & CO.

have undertaken the Sole Agency in Hongkong for

Kabuto Beer

A Pure LAGER BEER excellently

Suitable for Hot Climates.

\$16.00 per case of 8 doz. pis.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHARTERS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

JEYES FLUID.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & CO.,

Bank Buildings,

Hongkong, 9th March, 1903.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 26, Connaught Road Central,

Hongkong, 9th February, 1903.

Intimations.

GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and

MEXICAN DOLLARS, current in this

Colony, in Exchange for Sterling Bills drawn

at 10 days' sight on the Lords Commissioners

of His Majesty's Treasury, London, will be

received by the Chief Paymaster, Army Pay

Department, until 11 A.M., TO-MORROW,

the 10th July, 1903.

The Tenders to state the total amount (in

Pounds Sterling), and the amount for which

each Bill should be drawn, but no Bills will be

issued for less than £100.

The Tenders to be in Duplicate, and in sealed

covers, addressed to the Chief Paymaster,

Army Pay Department, and endorsed "Tenders

for Government Bills."

The right to accept or reject any or all of the

Tenders is reserved.

Copies of Forms of Tender can be had on

application.

W. G. S. BENSON,

Major, A.E.D.,

H.M. Treasury Chest Officer.

His Majesty's Treasury Office,

Fleicher Street,

Hongkong, 9th July, 1903.

NOTICE.

THE CHINESE GRAND PROCES-

SION takes place at Macao, the S.S. "WING

CHAI" will leave there for Hongkong at

7 P.M.

No Gambling will be allowed on Board our

ship.

SAM WANG & CO., LTD.,

81, Queen's Road Central,

Hongkong, 7th July, 1903.

WANTED.

HOUSE or THREE ROOMS FUR-

NISHED or UNFURNISHED.

Apply

"OMRAH,"

C/o This Office.

Hongkong, 4th July, 1903.

HOUSE OF THREE ROOMS FUR-

NISHED or UNFURNISHED.

Apply

"OMRAH,"

C/o This Office.

Hongkong, 4th July, 1903.

HOUSE OF THREE ROOMS FUR-

NISHED or UNFURNISHED.

Apply

"OMRAH,"

C/o This Office.

Hongkong, 4th July, 1903.

HOUSE OF THREE ROOMS FUR-

NISHED or UNFURNISHED.

Apply

"OMRAH,"

C/o This Office.

Hongkong, 4th July, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Intimations.

A. S. WATSON & CO.,
LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPIE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LAUVIET	20.00	22.00
CHATEAU MOUTON		
PARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CANET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

CABLE TELEPHONE NO. 211 HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING-RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1903. [728d]

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. I. Code.

Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 9, 1903.

THE ADMIRALTY DOCK.

The correspondence published in another column relating to the public petition praying for the discontinuance of the work on, and the removal of the Admiralty Dock from, its present site will be read with considerable disappointment, not to say regret, by all classes of the inhabitants of Hongkong. Strong as the arguments are in favour of the abandonment of the present site for a more suitable one which the Colony offers on this side of the island, it must have been felt by those who approached the Home Authorities on the question, that the unyielding obduracy of the Naval officials might be too great to be overcome by a petition originating from the commercial community of the Colony. Hence the prayer for the appointment of a Royal Commission of Inquiry upon whose decision the Colony was content to allow the matter to rest. The petition has been met with a bland denial. In this instance, however, the inhabitants were supported by the sympathy and strong recommendations of H. E. the Governor who, in recognition of the gain that would accrue to Colonial interests in securing for the Colony a continuous road on the waterfront for the whole breadth of the island, could not surely be unmindful of Imperial interests also. However, it has been shown that the inhabitants have once more embarked on a fruitless endeavour to obtain the best advantage for the Colony, and must resign themselves to the fate that, when pitted against official bureaucracy, commercial judgment and business commonsense count for nothing. The decision at which the Lords Commissioners of the Admiralty have arrived and in which the Secretary of State for the Colonies has concurred becomes all the more galling to the inhabitants by reason of the fact that it is not assumed by their Lordships that the site which they have been requested to surrender, in lieu of payment for the expenses already incurred on the works, is the only one available for the purpose of the Naval Extension. It must be assumed from their reply to the Colonial Secretary that the island does offer another site which they call upon the Colonial Government to submit for Their Lordships' approval in the first instance. The selection of the site in itself is a matter of comparative ease; for as we have just hinted, speaking with no authoritative technical knowledge, the eastern extremity of the island offers a site in every respect possessing all the advantages which are claimed for the one in the central portion of the city while removing all the objectionable features attaching to the existence of the Naval Yard and works in the heart of the City. Hedging in their first requirement obviously not difficult to meet, the Admiralty Lords formulate their stipulation which at once puts out of the pale of all practical discussion any question of an exchange of sites. The condition imposed, if at all acceptable, involves, at a rough guess, hundreds of millions of dollars which make it wholly impossible for the Colony to incur. The preposterous stipulation asks for nothing less than that the Colony should provide equivalent accommodation, not only for Docks, Basins, Stores, Magazines, Workshops and other accessories to a Naval Yard, but also the available anchorage and whatever defences are considered necessary to ensure security equal to that obtained under present conditions, and possibly also replace the Naval Hospital which is in the vicinity of the present Yard. And it is further stipulated that the Navy should continue to occupy the present Yard and anchorage until the new establishment is ready, and can be handed over to them. To the most casual observer of the Naval establishments and accessories completed on the island, it must be patent that the colossal amount which has to be laid out in re-creating and re-equipping the establishments enumerated could only be obtained from the mother-country and not drawn out of the purse of the taxpayers of the Colony. Hongkong exists not as a colonial dependency of fanciful value, in the retention of which purely commercial interests are served, or in whose preservation purely sentimental motive actuates the Government and the people. The judicious foresight by which it was

selected as a distant outpost of the King's dominion beyond the sea gives to the nation the very key to the gates of the "gorgeous East," over which Eagles of distant lands float with outstretched talons, watching with unceasing care the chance of a prey, and on the threshold of which the bear stealthily seeks to gain a foothold. England holds Hongkong for Imperial, no less than for Colonial interests. And it is well this should be borne in mind that, where these interests conflict, an understanding on the basis of a *quid pro quo* should be arrived at. Monetary sacrifices by the Imperial Government devolve, therefore, as an obligation upon it for the effective defence of the island. The Lords Commissioners of the Admiralty have asked for everything and give nothing. The Colony offers the price of the expenditure on the site it needs for commercial expansion; the Admiralty grants it subject to the stipulation which makes it impossible of acceptance.

LOCAL AND GENERAL.

KING Alexander's last words were: "Soldiers, you have betrayed me!"

RUSSIA is building three fast torpedo-boats, with a view to strengthening her Black Sea fleet.

THE Government of Bulgaria recently ordered 40,000 rifles, which were to be ready for delivery in November.

We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

AN ordinance providing for a war contribution of £5,000,000, to be derived from the future mineral resources of the colony, has been read a second time in the Bloemfontein Legislative Council.

WHILE a pleasure steamer was landing passengers at Rostov, in Russia, the pier collapsed, with the result that a large number of persons were precipitated into the water. It is reported that 300 persons were drowned.

MANILA exchanges are full of the doings of the citizens on Independence Day. On journal heads an article:—"Fourth came in with a bang and a hurrah. The row began early in the evening and kept up most of the night and still is on."

ACCORDING to the Serbian newspapers, it has now been discovered that King Alexander's gift to Queen Draga of 200,000 francs (£32,000), made at the moment of their marriage, was abstracted from the Serbian National War Fund.

AT noon yesterday, while blasting operations were being carried on near a marsh at Shack-Shan, Hung Hon, a Chinaman, who was warned to leave the place during the operations, declined, and a huge rock crashed through the marsh and into the water.

THE Daimler Motor Works at Cannstatt (near Stuttgart, in Wurtemberg) have been wrecked by fire. Sixty new cars, including the Mercedes racers entered for the Gordon-Benett Cup race, in were destroyed. The damage is estimated at £300,000.

ABOUT 12 o'clock last night fire broke out, through the heating of coal, in the bunker of the steam launch *Atsini*, the property of the Mitsui Bussan Kaisha. The Fire Brigade, under Inspector Baker, left for the scene, but their services were not required as the fire was extinguished before their arrival.

Don't forget the chits for they will not go. LeMunyon.—*Advt.*

A NEW YORK wire of 3rd inst., states:—"Turkey now occupies strategic points on the Bulgarian frontier. A battle is expected at any time. Turkey is still unforgiving concerning the Salonika outrages. Europe is roused by the situation. War correspondents are centering at the scene of trouble and the newspapers are filled with stories of anticipated fighting."

By kind permission of Major Radcliffe and Officers the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March—"The Sultan's Call".....Eitelberg.
Overture—"La Reine d'un Jour".....Adam.
Selection—"The Messenger Joy".....Fran Carill.
Song—"The Promise of Love".....Cowan.
Selection—"Kitty Grey".....Monckton.
Valse—"Valse Bleue Margie".....Margie.
Two Steps—"A Mountain Mow".....Thornhill.

It is reported that a robbery on a large scale was perpetrated at a house in Elgin Road Kowloon, last night. The third floor of the premises was occupied by an Indian and his wife, and they went out leaving the place, as they thought, secure. Upon their return they found that 400 sovereigns and a number of dollars besides other things were missing. Information was given to the police and an alarm was arrested on suspicion. We also learn that a gold hunter watch, gold chain, and money were stolen yesterday from a Mess at Bellios Terrace, Robinson Road.

THIS New York wire of 5th inst., to be *Cadenus*: England and Japan have sent an ultimatum to Russia on the Manchurian question. The text of the dispatch cannot be learned. The feeling in Washington is that a war cloud is looming dark on the Oriental horizon. Hardly anything else is being discussed in Washington diplomatic circles. Treading hard on the heels of the announcement of Russia's displeasure at America for President Roosevelt's petition in favour of the Jews, the people of the United States feel a rather personal interest in the alleged imminence of hostilities.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Advt.*

THE *Japan Times* says that there was nothing in the position of the Manchurian question on the 26th ult. to warrant a gloomy forecast.

MR. W. T. Sted, of the *Review of Reviews*, asserts that in March last one of his clairvoyantes predicted the murder of King Alexander of Serbia.

FORTY drawings representing the first thoughts of some of the best-known works of the Italian art world, have been discovered in the Uffizi Palace, in Florence.

A PROPOSAL to connect America and Asia has been made by an American syndicate, which has offered to Russia to construct a bridge across the Bering Sea. The length of the structure would be 107 miles.

To sharpen the memories of brides who forget their names when about to be married the Vicar of Gorkston announces that he will in future impose a fine of 3s. per error for every marriage entry that needs revision.

SPIES report that the Somaliland Mullah tortured a Boer prisoner, and decapitated wounded British officers. Their heads were stuck on poles, were paraded about the village, and finally placed round the Mullah's zereba.

LIEUT.-GEN. Fukushima, who distinguished himself in the fighting in the North in the 1900 troubles, has been made by King Edward a Military Knight-Commander of the Bath and is now Sir Yasunasa Fukushima, K.C.B.

Now look out for LeMunyon's new stone adv. It is a beauty.—*Advt.*

IN reply to a question in the House of Commons Mr. Austen Chamberlain, the Postmaster-General, said that the Government were unwilling to purchase the Spanish trans-Atlantic cable, as no one could foretell to what extent the Germans would supersede cables.

THE *Standard* states that Mr. James Mills, of Port Chalmers, managing director of the Union Steamship Company, stated recently on arriving at Plymouth that he was prepared to supply free coals to take the Antarctic relief ship *Albatross* to the *Discovery* (now wintering in the Antarctic regions) and back again.

THE *Daily Mail* states that the War Office is about to present the headquarters of each colonial contingent with a flag, wherein the names of the engagements in which its members took part in South Africa, will be inscribed. Altogether 109 such flags will be distributed. Where the contingents have been disbanded, the flags will be placed in a public building.

A TELEGRAM was received at Harvard Observatory on May 28th from Professor Lowell, who has charge of the astronomical station at Flagstaff, Arizona, stating that a large projection on Mars was observed on May 25 at 3.35 a.m. Greenwich mean time. The projection of the angle was 00 deg., and the projection lasted 35 minutes. Several newspapers print the despatch under the heading, "Is Mars signalling?"

THE following communication has been issued by the Admiralty:—"Notice has been given that the Officers of the Royal Navy and of the Royal Marines are not permitted by His Majesty to appear in uniform at Fancy Dress Balls. By the term 'uniform,' is meant the dress prescribed by the regulations in force, and there is no objection to officers wearing on such occasions, uniforms of an obsolete pattern, which may correctly be described as Fancy Dress."

THE Sultan of Johore was defendant in the Sydney District Court the other day when Alfred Richard Morris, sporting editor of *Punch*, sought to recover £11, alleged to be the balance due for work done by him for the Sultan in 1897. It was stated for the prosecution that a man named Campbell sold a mare called *Disfigured* to the Sultan, and arranged with complainant to prepare an illuminated pedigree. The sum of £1 was given to Morris to bind the contract, but payment for the work had never been received. The defence was that the money was paid to Campbell. The case was adjourned.

By kind permission of Major Radcliffe and Officers the Band of the 33rd Burma Infantry will play the following programmes of music, during dinner, at the King Edward Hotel, tomorrow, Friday, the 10th inst. (weather permittng):—

March—"Sons of the Empire".....Bradford.
Overture—"Semiramide".....Rossini.
Selection—"The Ship Girl".....Fran Carill.
Song—"The Maid of Malabar".....Stephen Adams.
Selection—"Cavalleria Rusticana".....Macagni.
Valse—"Tutti passé".....Berger.
March—"A Midsummer Eve".....Kia Ora.
God Save the King.

THE following telegraphic information, dated 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch-en-Land-bouwenexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum	78,000 gallons.
Crude Petroleum in Tanks at date	220,000 cases.
Kerosene made since the date of the preceding half-monthly telegram	70,000
Kerosene shipped since the date of the preceding half-monthly telegram	72,000
Kerosene in Stock at Refinery at date	35,000

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P.O. Box 368.—*Advt.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE ADMIRALTY DOCK.

OFFICIAL OBSTINACY.

A PREPOSTEROUS PROPOSAL.

The Hon. Sir Paul Chater, Kt., C.M.G., has kindly placed the following correspondence relating to the public petition in favour of the removal of the Admiralty Dock and Naval Yard to a more suitable site, outside the city of Victoria, at the disposal of the Press:—

Hongkong, 9th April, 1903.

SIR,—On the 26th ultimo you were good enough to receive a Deputation composed of representatives of the various Commercial interests in the Colony when the question of the proposed new Admiralty Dock was discussed and when as Chairman of the Deputation I had the honour to inform Your Excellency that we proposed to draw up a petition to the Right Honourable the Secretary of State for the Colonies praying that a Royal Commission be appointed to consider the whole question relating to the dock.

In consequence of the unanimous support this movement has received from all sections of the Hongkong Community a petition has now been prepared and though the time at our disposal has been limited signatures have been readily obtained including those of all classes and nationalities represented here and embracing most, if not all, of the leading business firms in the Colony.

I have now the honour to hand Your Excellency this petition, with the request that you will be pleased to forward it to the Right Honourable the Secretary of State for the Colonies, and would further ask that Your Excellency be good enough, as soon as possible, to telegraph a summary of the petition to London.

In conclusion I would beg on behalf of this Community to express our gratitude for the kindly sympathy Your Excellency has shown to us in this matter, and to express the hope that with your able assistance the great improvement for the Colony advocated in our petition may be carried out.—I have &c.,

(Sd.) C. P. CHATER,
Chairman.
His Excellency Sir Henry A. Blake,
G.C.M.G., &c., &c.
Government House,
Hongkong, April 17th, 1903.

SIR,—I have the honour to acknowledge the receipt of your letter of the 9th instant enclosing a Petition to the Secretary of State for the Colonies regarding the Naval Yard Extension and Dockyard, and to inform you that I have caused it to be transmitted to Mr. Chamberlain with an expression of my strong approval of the prayer which it embodies.

I have also, as requested in the third paragraph of your letter under acknowledgment, telegraphed a summary of the Petition to London.—I have the honour to be, Sir, Your most obedient servant,

HENRY A. BLAKE,
Governor, &c.
The Honourable Sir C. P. Chater, C.M.G.,
Government House,
Hongkong, 8th July, 1902.

SIR,—With reference to my letter of the 17th April, I have the honour to inform you that a Despatch, of which the enclosed is a copy, has been received from the Secretary of State for the Colonies. I shall be glad if you will communicate its tenor to the other signatories of the Petition.—I have the honour to be, Sir, Your most obedient servant,

HENRY A. BLAKE,
Governor, &c.
The Honourable Sir C. P. Chater, C.M.G.,
Downing Street,
5th June, 1903.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 184 of the 8th April last, forwarding a petition from residents in Hongkong to the effect that the Naval Yard should be removed to another site.

It is suggested that the present site of the Naval Yard is inadequate for the purposes of His Majesty's Navy, but I am informed by the Lord Commissioners of the Admiralty that, though it would no doubt be an advantage if more room were available for extension, the area of the Naval Yard, when completed, will be 394 acres, and there is space for the construction of another dock of the largest size, should an additional dock be found necessary at some future date. There is therefore no necessity from a Naval point of view, for any change of site.

3. Their Lordships also state that as the abandonment of the scheme for the extension works now under construction at the Naval Yard would mean postponing, for an indefinite period, the provision of a sufficient equipment for the British Naval base in the Far East, they could not under any circumstances consent to stop those works, the early completion of which they believe to be necessary to security.

4. Subject, however, to these extension works being completed, and to the Navy continuing to occupy the present Yard and anchorage until new accommodation had been provided, Their Lordships would be prepared to entertain a proposal to transfer the Yard, as soon as the Colony at its own cost had made equivalent provision for Naval requirements on an approved site. I enclose an extract from the Admiralty on this subject.

5. You will observe that this scheme would involve the Colony in very heavy expenditure, and the expenditure would not be limited to the provision of a New Naval Yard and Dock, since the removal of the existing Yard would also necessitate the removal of the whole or a large part of the Military Establishment adjoining the Naval Yard, and the erection of new Ordnance Stores, Magazines, Barracks, &c., and possibly of new defence works.

6. I have very carefully considered the whole subject, and while I am at once most reluctant to negative a proposal put forward by influential members of the community and supported by

yourself, and am well aware how strong are the objections to existing arrangements, I regret to have to inform you that I have come to the conclusion that the expenditure would be heavier than the Colony could bear, and I therefore request you to inform the petitioners that I do not find myself able to meet their wishes.—I have etc.

(Sd.) J. CHAMBERLAIN.
Governor Sir Henry A. Blake, G.C.M.G. &c., &c., &c.

EXTRACT FROM A LETTER FROM THE ADMIRALTY TO COLONIAL OFFICE, DATED 9TH MARCH, 1903.

Their Lordships' first duty is to provide for necessities of His Majesty's ships on the China Station, present as well as future, and under no circumstances can they assent to abandon the present works, the early completion of which they believe to be necessary to security. Subject, however, to the requirements of the Navy being met, Their Lordships are anxious to place no obstacle in the way of the commercial expansion of the Colony, and they fully recognise that it is best whenever possible to establish Naval Stations outside the boundaries of great Commercial Harbours.

Whilst, therefore, Their Lordships for the reasons already stated cannot see their way to themselves negotiate for any new site for the Naval Yard, they would not refuse to consider an offer from the Colony to re-provide equivalent accommodation on an approved site.

In suggesting equivalent accommodation, Their Lordships have in view not only the Docks, Basins, Stores, Magazines, Workshops and other accessories to a Naval Yard, but also the available anchorage and whatever defences are necessary to ensure security equal to that obtained under present conditions, and it might also be necessary to replace the Naval Hospital which is in the vicinity of the present Yard.

It is further necessary that the Navy should continue to occupy the present Yard and anchor go until the new establishment is ready, and can be handed over to them.

If the Colonial Authorities are prepared to deal with the matter on this basis, I am to suggest that they should in the first instance forward particulars of any sites they propose to offer, which must not be on the mainland.

Should Their Lordships find it possible to accept any one of these sites, the details of all necessary works would next have to be considered and agreed to. These could then be executed by the Colonial Government to Their Lordships' satisfaction, but entirely at its own cost.

When completed the new establishment could be taken over by the Navy, and the present Yard handed over to the Colonial Government.

THE ILLNESS OF THE POPE.

A special dispatch from Rome to the *New York Sun* dated 4th inst., says: "The Pope is dying. He is not expected to survive more than a few hours. The physicians say he may die any moment. He suffers from a complication of diseases. Pneumonia has followed dysentery and he is only keeping alive by artificial means. It is impossible that he should outlast to-day. About his bedside are his relatives and those of his household who are most intimate with him. The leading Cardinals of Rome are at the Vatican, and others are hastening to Rome from all parts of Europe. Telegrams of inquiry are pouring in from every quarter of the globe. Bulletins of the Pope's condition are being posted every half hour."

AN Anglo-Siam agreement has been signed, under which Great Britain retains the administrative control over the Siamese frontier province of Kelantan. The agreement provides that the British Resident must be approved of by the King of Siam. A British guard of 300 men, which will be sent to Kelantan in September, will remain in garrison there. The news relating to the agreement has been received in England from a French source, and the *"Morning Post"* asks for an official British statement.

YESTERDAY a Chinaman with a bundle containing clothing and money to the value of \$240.00 made his way to the s.s. *Heungshun* to proceed to Mexico. On arriving on board he placed the bundle near him, and started a conversation with a friend but when he went to open his bundle, he found that it was substituted for one containing old rags. He at once made his way to the station and reported the matter. In the meanwhile a Chinese P.C. seeing another Chinaman carrying a bundle in a rather suspicious manner arrested him, and on arrival at the station, the traveller recognised his bundle. The thief was sentenced to three months' hard labour.

THE PLAGUE.

The usual return records two cases—one a Chinese from Des Vaux Road, West, the other an Indian from the Victoria Gaol quarters. The cases since January 1st total 1,322.

SHIPPING AND MAILS.

MAILS DUE.
American (*America Maru*) 12th inst.
French (*Yarra*) 14th inst.
Indian (*Kumang*) 14th inst.
American (*Korea*) 16th inst.
Canadian (*Athenian*) 20th inst.

The N. P. S. Co.'s s.s. *Olympia* sailed from Yokohama on 7th inst., for Victoria and Tacoma.

The C. N. Co.'s s.s. *Sungking* left Manila for this port on 8th inst., and is expected to arrive here on 11th inst., at daylight.

The I. C. S. N.s.s. *Kumsang* from Calcutta and the Straits left Singapore for this port yesterday, at 1 p.m., and is due on 14th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

The Illness of the Pope.

LONDON, 7th July.
Extreme unction has been administered to the Pope.

President Loubet in England.

At a banquet at Buckingham Palace, the King in toasting President Loubet said that the reception given by all classes of the population showed their really friendly sentiments towards France, which as the nearest country to England, should be her best neighbour. President Loubet in reply said he was certain that the King's visit to France would have the happiest effects and serve to tighten the relations of the two nations thus guaranteeing the peace of the world.

The papers dwell on the spontaneity and warmth of yesterday's demonstrations as a proof of the real interest for France and the French which has never died out in Great Britain.

LATER.

President Loubet was received at the Guildhall with the greatest ceremony. In responding to his health the President emphasised the value of friendships between the two nations. All Frenchmen in London are delighted at the reception which is regarded as an important landmark in international relations.

THE McEWEEN CASE.

DEFENDANT COMMITTED FOR TRIAL.

At the Magistrate's Court this afternoon the hearing was resumed. Mr. J. H. Kemp, of the charges against R. G. McEween, Inspector of Markets, of accepting bribes to influence his conduct as a public servant.

Mr. F. B. L. Bowley, pro-secutor on behalf of the Crown, Mr. M. W. Slade, defended, and Mr. D. Piper appeared on behalf of the poultry guild and of each witness called for the prosecution from that guild.

Chief Detective Inspector J. W. Hanson deposed to taking the statement of the defendant and reading the charge to him.

This closed the case for the prosecution, and defendant, who received his defence, was committed for trial at the next Criminal Sessions.

Mr. Bowley asked his Worship to increase the bail to two sureties of \$500 each.

Mr. Slade could not see why persistent applications on the part of the Crown should be made for an increase of bail. His Worship had already, on two occasions, when the case was no stronger than at the present time, decided that bail of \$500 was sufficient, and it was inconceivable in a case such as the present that a man with 13 years' service should not attend his trial. If the \$500 was sufficient to bring him up twice before the Court surely it would be sufficient to bring him up before the Supreme Court, and particularly as he had not contested the case. He had called no witnesses and made no statement, and by his attitude showed he was waiting and intending to appear before that Court.

Mr. Kemp did not think it would be very hard for him to find two sureties of \$500 each, but he did not wish to do anything which might be construed as an expression of opinion on his part as to the merits of the case, and bail would be the same as before—\$500.

THE CASE AGAINST JOHANNSEN.

N. A. Johannsen, overseer of markets, was then charged with accepting a bribe of \$10. Chief Detective Inspector Hanson prosecuted and Mr. M. W. Slade appeared for the defendant, who pleaded not guilty. Mr. D. Piper also watched the case on behalf of the poultry guild and witnesses called from the guild.

Mr. A. Gibson, Colonial Veterinary Surgeon, gave evidence regarding the duties of the defendant, whose salary, he thought, was \$90 a month with compensation and other allowances.

Witnesses were examined and the case adjourned for a week.

Tang So, market coolie, was charged with receiving the sum of \$10 which, it is alleged, he gave to McEween as a bribe. Mr. Bowley announced that the principal witness was ill in the country, and asked that the case might be adjourned. His Worship fixed the hearing for Monday, the 13th inst., at 10 a.m.

The barque C. H. Witsen, bound from New York to Yokohama, was found by the Australian steamer *Guinea* lying at anchor off the coast of New Guinea, between Cape Seckling and Yule Island. She had about 100 fathoms of chain out, and was in a totally helpless condition. With the exception of the mizzen lowermast she had absolutely nothing standing, even her rudder being gone. She had only her own crew aboard at the time, but the disabled vessel had been the means of rescuing part of the crew of the barque *Edith*, which was wrecked off the New Caledonian coast. The barque was dismasted in the cyclone which played such great havoc at Townsville, and she had drifted helplessly for 900 miles before being picked up by the *Moresby*. The C. H. Witsen had a cargo consisting of kerosene oil. She had made a protracted voyage, having sailed from New York as far back as October 29 last. She was in a bad way when picked up by the *Moresby*, and the timely arrival of the latter doubtless saved the vessel from total loss.

THE STRANDING OF THE "SUMNER."

HOW LOW IN WATER.

The U. S. A. T. *Sumner* ran on a reef off the coast of Ambos Camarines some time during the first of July and she now lies opposite the pueblo of Manay with several large holes in her bottom. Three of the bow compartments are filled with water and while there is no danger of her sinking, it will be necessary for the vessel to be conveyed back to Manila, and possibly towed with the assistance of her own steam. The transport is now low in the water.

Reports as to how the accident occurred are as yet meagre, says the *Cebuensis*, but enough is known to warrant the statement that the transport must be taken to Hongkong and be repaired there in the drydocks before she can make her trip to New York. This will be at least two months and possibly three. Major General George W. Davis and party, with many other prominent military officers were scheduled to return to the United States the latter part of this month on the *Sumner*, but this accident will upset all their plans. There is a bare possibility that the *Sumner*, now en route from San Francisco, may make the trip instead of the *Sumner*, but anything that is said about the proposed voyage is at this time mere speculation. The 5th Infantry, which should have sailed on the *Sumner*, may now return direct to San Francisco.

The 4th Infantry which arrived in the Philippines on the *Logan*, was transhipped in Manila Bay to the *Sumner* and she went south a few days ago to distribute the companies at various stations in that part of Luzon. She had put troops off at several places and was en route to Atimonan to drop Companies K and L, when she ran on the reef. The accident is believed to have occurred off Mauban or Daet. Apparently the accident occurred at partially low tide, because when high tide came in the vessel floated off the reef without incident further than the filling of the compartments where the immense steel plates had been punctured, and the settling of the vessel's bow. She now lies with her stern high in the air.

After its call at Atimonan the transport should have called at Daet and there put off Companies I and M for that station and Companies A, B and C for Nueva Caceres, the capital city of Ambos Camarines, together with the headquarters, field staff and band of the regiment.

The *Ingalls* being in the harbour yesterday (5th inst.) when the Chief Quartermaster of the Division received a telegraphic report of the accident, he issued "hurry orders" for that vessel to sail to the relief of the disabled transport. At the same time the chartered transports *Lutetia* and *Protesia*, which are in southern waters in the vicinity of Ambos Camarines, were given telegraphic orders to take the troops and supplies off the *Sumner* and continue the distribution which has been interrupted by the mishap, and pick up the troops of the 26th Infantry which are scheduled to return to the United States on the *Logan*, a duty which had been assigned to the *Sumner*.

Major James B. Aleshire, who has just been relieved as Depot Quartermaster in Manila and who was in charge of the Army Transport Service here, should have returned to the States on the *Sumner*. When seen yesterday (5th inst.) concerning the mishap by a representative of the *Cebuensis*, he confirmed the report and added that he felt no anxiety about the safety of the disabled transport. He said that while the accident will cause the departure of the *Sumner* via the Suez Canal, to be delayed, he did not believe there was the slightest chance of any other transport making the trip at this time. The *Logan*, the only other transport plying between the United States and Manila that is in the harbour, is scheduled to return to San Francisco and that she most undoubtedly would go by the Pacific Route.

Just how long a time will be required to repair the *Sumner* cannot be estimated until she is placed in drydock and the exact amount of damage done to her bottom, ascertained; but in the opinion of Major Aleshire, no matter how late she may be in sailing homeward, she will be the next transport to make the voyage to New York.

The *Sumner* has met with so many accidents of late that she is now regarded as the "hoo-doo" ship of the Army Transport Service. Her last trip from San Francisco incapacitated her refrigerating plant so as to delay her in Honolulu for a week and she had hardly left the Hawaiian metropolis when her ice-plant broke down again. When she arrived here all of her meats and vegetables had been thrown overboard and while she was scheduled to return to the United States via the Suez almost immediately, she was compelled to lie here for repairs and the *Albatross*, which was stationed here as an emergency transport, was sent over that course in her stead.

It is believed that by the time the *Ingalls* reaches Daet, the *Sumner* will have succeeded in making that port, and on this supposition the former transport has orders to proceed direct to that harbour. Full particulars of the accident are expected to-day (6th inst.) by the Chief Quartermaster of the Division.

A destructive fire occurred on the 14th ult. in the well-known Ardowan Distillery at Greenock. A million gallons of whisky became ignited, and during the conflagration which ensued, streams of burning spirit ran into the streets and sewers and led to the outbreak spreading through the lower quarters of the town, where, among other premises, a flourmill was destroyed. An escape from one of the large sewers exploded and wrought great damage in a private house. Seven persons were killed and six injured. The total loss is estimated at about £100,000.

PROF. DAVIS IN HONGKONG.

We have received a visit from Prof. W. A. Davis, the well-known illusionist, who arrived in the Colony this morning from Australia. It is his intention of appearing in public during the next fortnight, and he will then introduce many entirely new novelties in his special line of mystery and magic. He is evidently going to present a first-class programme for he has also brought with him an up-to-date biography with the latest animated pictures. This is his third visit to China, and although he was unable to give an entertainment in Hongkong last year, he mystified the natives of the neighbouring Empire for seven months, and they will doubtless be interested to learn that he has more startling things to show them. Prof. Davis arrived on the *Kasuga Maru*, and on two occasions during a most delightful trip entertained the passengers.

SUGGESTIONS CONCERNING A UNIFORM CURRENCY.

BY SIR ROBERT HART, BART., INSPECTOR-GENERAL OF I. M. CUSTOMS.

PRESENTED TO THE WAIWUTU (BOARD OF FOREIGN AFFAIRS).

(Specially translated for the *North-China Daily News*.)

1.—While the various countries of the world possess a gold standard, China at the present day is still without it and yet continues the use of silver money. It is not because other countries have no silver money, but since gold began to have a steady value regulations were made for a fixed ratio between gold and silver. China not only has no gold currency but her silver money, even, has no uniform weight or appearance, nor has she a fixed ratio of exchange between the two metals, so that, whenever there is need for gold it must be obtained at market rates. For this reason people in China labour under the difficulty of fluctuating rates of exchange at various hours of the day. Moreover, the silver dollars in use are limited in number, the balance of the currency being largely made up of silver ingots and lumps. These lumps and ingots of silver are merely so much silver in the mass, and in the barter for goods are much inferior to the silver dollar. During the past twenty to thirty years the output of silver mines has been exceedingly great and much more than is needed for use by the various countries of the world, and it is increasing from year to year so that silver has become cheaper and cheaper and the purchase price, as compared with gold, gradually less and less. Hence it would be much wiser for China to maintain a gold standard instead of a silver one as at present, since silver has dropped down to such a degree and moreover possesses no certain or uniform exchange, even within the limits of a single day. The hundreds of trades are disastrously affected by the present state of the currency while the Government having to pay its foreign debts in gold, both country and people are being plunged into the depths of financial distress. The conditions pictured in the foregoing therefore compel one to seek some plan whereby they may be ameliorated, and so make it that China, while still using a silver currency, shall so fix a uniform exchange between silver and gold that there may be no danger of uncertain fluctuations. With this object in view I now proceed with my suggestions.

2.—If the Chinese Government possessed a large quantity of gold this metal might be struck into gold coins and then a fixed exchange could be decided in their relation to silver money. This naturally would be an easy matter to put into force. But when we have no gold and only use a silver and copper currency, it becomes incumbent upon us to decide upon some method to bring about a fixed ratio of exchange between gold and silver. If it could be possible to do this by making only slight changes in the old methods of exchange, so much the better, as it would obviate the necessity of making the people suffer on both accounts. When there is no gold and yet it is determined to maintain a fixed ratio of exchange between gold and silver, it is necessary to create a silver currency of a uniform weight and fineness, and in quantities sufficient to meet the needs of the whole empire. To do this a Mint to strike these coins is of paramount importance and indispensable. The Central Government must establish a special Mint of its own which shall strike all the coins needed according to fixed regulations and no branch mints must be permitted to be established elsewhere. As for the proposal to start a Government Bank, while there are, of course, certain benefits and financial advantages obtainable from such an institution, as a matter of fact such a bank can have little to do with the making of a fixed ratio in the exchange of gold and silver.

3.—If it be decided to coin money to supply the currency needed for the whole empire it would be advisable to continue to retain the terms and weights of "tael," "mace," "candareen" and "li" (Liang, Ch'ien, Fen, Li) as the people are accustomed to their use. But in minting the uniform currency it will be necessary that it should not only be accepted at a fixed value throughout the Empire, but be also recognised and accepted at a fixed value in exchange for gold in the other countries of the world. This must be the main object in view and is of greater importance than that of being the accepted currency in our own Empire. Hence the "tael" must be made of such a weight as to correspond in value to a certain amount of silver, which should be decided afterwards, with the object of making it a recognised coin in other countries. It has been recommended by certain persons that in coining the new currency the American dollar should be made the standard, because the American dollar has already a recognised and fixed value in relation to gold in other countries. Others again have also recommended that the new silver currency be made each into a piece of coin one Keping tael in weight, because the present market rate of gold exchange is eight Keping taels for £1 gold. Either of the above suggestions is feasible, and in making the new currency it should be made into four kinds, namely, one-tael, five-mace, two-mace-and-a-half, and one-mace coins. Besides these silver coins there should be also struck two kinds of copper money, namely, ten-cash pieces and one-cash piece (10 cash = one tael; one cash = one li). After the establishment of the Mint and the striking of coins of all kinds it will then be time to decide when the new currency shall be launched upon the country. No other coins should be permitted to circulate in the Empire after this.

4.—As soon as it has been decided what coins are to be struck, proper regulations should be made with regard to the mint to be established. If too many branch mints be allowed it is to be apprehended that the money struck may not be of uniform weight or fineness, and so confusion may be caused such as is now prevalent in this Empire and thus infinite trouble and obstruction to the reforms suggested may arise. The best way would be to select some central spot for the construction of one principal Mint which shall coin all the currency that may be needed by the provincial governments. With the exception of this principal Mint no other mints shall be allowed to be established. All the minting machinery now in use in the various provinces should be without reserve sent to the principal Mint in question so that there may be no waste of the money expended upon it. Besides the native workmen to be employed in this Mint there should also be engaged certain foreign experts, namely, one superintendent, one examiner of silver, one head machinist, and one accountant, each having his special department of work. The one- and five-mace silver coins that are to be struck should be made of nine-tenths silver and one-tenth copper; the two-mace-and-a-half and one-mace coins should be made of eight-tenths silver and two-tenths copper. The one-tenth and two-tenths silver balance thus obtained to be utilised as running expenses of the Mint. These coins being thus substantial no one will try to change them. When the Mint has been established it should first begin with the work of coining into money the silver ingots deposited in the provincial treasuries which should be all sent to the Mint to be turned into currency. Should silver bullion be brought to the Mint with the request that it be coined, the foreign examiner of silver should weigh it, and test its fineness. If these should prove satisfactory the money already coined by the Mint shall be paid out in exchange for the silver bullion. Furthermore as to the question whether the Mint shall issue silver notes or prepare silver certificates against the amount of silver coins deposited in its vaults, this is a matter of much importance and requires deliberation and further consultation.

5.—After the opening of the Mint, an Imperial decree should be issued prohibiting the circulation of any silver currency within the limits of the Imperial Mint. A certain limit of time must also be given for the stoppage of circulation, as money of the realm, of all silver syce and silver ingots hitherto passing current as money, and granting permission to the possessors of such silver to take them to the Mint to exchange for the new currency according to weight of silver so brought. It should also be set forth by Imperial decree fixing the exchange value of the new currency, namely, how many taels shall be equivalent to one £ gold, and how many copper cash to the tael. With regard to the important question of making the new currency accepted in other countries the authorities of the Mint shall, after the issuance of an Imperial decree, appoint an officer to take charge of the duty of exchanging certificates issued by the Mint for gold. This officer shall be given a certain number of said certificates and shall be stationed either in China or abroad. Foreign merchants who have firms, business, or banks in China must use Chinese currency and in order to obtain such currency are bound to apply to the above-named officer for these Mint certificates. Moreover, in buying these certificates the foreign merchants must pay in accordance with the fixed rate of gold for silver currency, as determined by Imperial decree. After complying with these conditions, the foreign merchants may then exchange these certificates at the Mint for the new currency coined by it. The gold paid in exchange for the said Mint certificates may either be first deposited with the officer in question or be used to pay the foreign gold debts due by China, or be struck into Chinese gold coins in the future. Due note should be made of the progress of the scheme for the guidance of all concerned in the future. By acting in the manner indicated above the new currency will be a fair accomplishment and have free circulation and there will be a recognised fixed ratio in exchange between gold coin of foreign countries and the new silver currency to the benefit of international trade. This is one way of obtaining a fixed rate of exchange between silver currency and gold which is only explained here in a general way, being too important a matter to be contained within the limits of these suggestions, and it will require careful and mature consideration and consultation to avoid mistakes at the beginning of such a great enterprise.

6.—If it be indeed desired to obtain a fixed rate in the exchange of silver currency for gold there seems to be no other way of doing so except the adoption of the foregoing suggestions. It will also be necessary to arrive at an understanding with the banks of other countries and work in conjunction with them; but these are matters requiring much deliberation and attention, and should be taken up as the occasion offers. As to the question of whether China should have a Government Bank, this is also a most important matter although it will not affect very much the question of bringing about a fixed rate between the price of silver currency and gold. Therefore the starting of a Government Bank may be left to some later period after the establishment of the present all-important matter. It is not a question in which must be started before it. However, the various Powers all have Government banks and have obtained benefits from their establishment, especially Great Britain. When China therefore has reformed her fiscal system, then it will be of advantage to also establish a Government Bank. There are six objects in starting a Government Bank: (a) To assist the authorities to collect and take charge of revenue and keep account of it. (b) To enable the collector of revenues to keep account of monies disbursed, etc. (c) To take charge of the National debt and to pay off loans. (d) To take charge of monies deposited by the masses under the same terms and conditions as ordinary mercantile banks. (e) To do the same as other banks in investing government and private funds deposited with it. (f) To transmit for the Government all funds needed in the provinces and that should be sent abroad. The above six clauses are the basis of a bank's existence. There is also a further important matter to consider in such an institution, and that is the necessity of appointing as few officials as possible to such a Bank in order not to interfere with the commercial nature of the place. Such a Bank having been established, it will have to work in conjunction with the Mint. The Mint may be even made a department of the Bank, if so it would perhaps greatly simplify matters. With regard to the establishment of branch offices or agencies of the Government Bank, they should be started as the need for them arises. Indeed, the present Customs Bank in the outposts or any substantial financial institution may also be selected to take up the duties of such agencies in the usual manner like other Bank agencies.

The first and most important idea in these suggestions is of course the making of a fixed rate in the exchange of silver currency and gold. The next idea refers to the extension of the first on the understanding that the first idea has been made a fair accomplishment, should it be determined to put into practice these suggestions, there are yet details connected with them which may be entered upon as each question arises.

THE KWANGSI REBELLION.

The *Sin Wan Pao* learns that the new Viceroy of the Two Kwang, recently wired the Peking Government stating that owing to widespread disorder in Kwangsi and the distressing condition of the people due partly to famine he has transferred Tls. 300,000 from the Szechuen and Tls. 350,000 from the Kwangtung Treasury to the military fund of the province, where he would make his temporary headquarters to personally direct all movements of the Imperial troops and the administration of the people.

THE GROUNDING OF THE STEAMER "AUSTRALIAN."

THE CAPTAIN NOT TO BLAME.

The Court of Marine Inquiry at Sydney held an inquiry into the grounding of the E. and A. Company's steamer *Australian* about 7.30 p.m. on May 22nd last, whilst on a voyage from China to Australia.

Mr. Cargill, who represented the Superintendent of Navigation, said that the master, Captain Walter G. McArthur, would tell the Court that after passing Phipps Island light, off Cooktown, on the Queensland coast, about half a mile off, he shaped the customary course, south 60 degrees east, and that, after running a certain time, he ascertained from the log at 7 p.m. that the vessel had come six, and a half miles. He held the ship in south 30 degrees east, the vessel then making for Barron Point which he could plainly see at 7.15 p.m. being satisfied as to the position of the vessel, he went to the chart-room to have dinner, the third officer being in charge. About 7.30 p.m. the officer in charge told him the compass showed a four point bearing, which information he verified for himself. The vessel took the ground a few minutes later, and remained there until 5 o'clock the following morning, and was then floated off. As a result of the accident, three plates had to be taken out, as they had been damaged. This entailed an expenditure of about £200. The actual spot where the vessel grounded was known as Hugh Reef.

The Court, after hearing evidence, found that the captain was not in any way to blame.

COMMERCIAL.

RAUBS.

The report of the Raub Gold Mining Co. for the year ending 31st March, 1903, has been issued. The profit and loss account shows that, with the debit balance of £958 19s. 10d. brought forward from the previous year, an expenditure of £50,729,145.4d. was incurred in 1902-1903 against £43,492,145.11d. —the proceeds of gold won by the Company and the proportion derived from Subsidiary Companies and Syndicates operating under agreement on the Company's concession. The respective net amounts are: £42,017 9s. 0d. and £875 5s. 11d. The balance for the year is, therefore, one of £7,236 19s. 5d.

SHANGHAI SHARE REPORT.

The following extracts of the week's share transactions are from Messrs. J. A. Sullivan & Co.'s report, published on 1st July:—

The principal business of the past week consisted of covering short contracts for the half-yearly settlement, which fortunately has passed through without disturbance of public confidence, although there are a few stragglers that have yet to be arranged. Demand on London is

quoted 2/3 1/2 (6 Consols 29 1/2). For 3 days' sight from Hongkong the rate is unchanged.

Docks.—Farnham Docks have changed ownership for cash and settlement at Tls. 185, Tls. 183 1/2, Tls. 181, and Tls. 180. For July Tls. 186 1/2 and Tls. 185 have been obtained. August shares were booked at Tls. 187 1/2 and September at Tls. 190.

Shares are quiet.
Mining.—Chinese Engineering and Mining shares have been sold at Tls. 62. Wei-hai-wei Gold Mines have been booked at \$20.

Tobacco.—Sumatras have had attention at Tls. 50. Telegrams from Amsterdam state that 50 bales were sold at 83 glds. Langkats have fluctuated from Tls. 307 1/2, 305 to Tls. 297 1/2, 300, Tls. 302 1/2, 305, Tls. 307 1/2, 310, Tls. 307 1/2, 305 for cash and settlement. For July Tls. 310, 305, Tls. 312 1/2 are quoted. September sales have been made at Tls. 320, 315, Tls. 320, 327 1/2, 320 and for October Tls. 330, 325, Tls. 320, Tls. 335, 335. At the close the market is easier.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 1/2
" Bank Bills, on demand 1/8 3/16
" Credits, 4 months' sight 1/8 1/4
" Debits, 4 months' sight 1/8 1/4
ON BERLIN, (demand) M. 1.7 1/2
ON PARIS, Bank Bills, on demand 2.11
" Credits, 4 months' sight 2.14 1/2
ON NEW YORK, Bank Bills, on demand 4.1
" Credits, 3 months' sight 4.1
ON BOMBAY, Telegraphic Transfer 125 1/2
" On demand 125 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/2
" Private to days' sight 8.00
ON YOKOHAMA, T.T. 8.1
Sovereigns, Bank's Buying Rate \$12.04
Gold Leaf 100 much, per tael 62.25
Bar Silver 24 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW @ No Sales
" LAST YEAR @ 1,050/1,090
" OLDEST @ 1,100/1,150
PATNA NEW @ 1,087 1/2
" OLD @ 1,092 1/2
BENARES NEW @ 1,087 1/2
" OLD @ 1,090
PERSIAN (PAPER) @ 740/780

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN"
Captain Mutton, will be despatched for the above Ports, on SATURDAY, the 11th instant, at 3 p.m.

For Freight or Passage apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 9th July, 1903. [809e]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU"

3,600 Tons, Captain A. E. Moses, will be despatched for the above Port on FRIDAY, the 17th instant, at 4 p.m.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
T. S. TAKAYANAGI,
Acting Manager.
Hongkong, 9th July, 1903. [810e]



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

H. M. THE KING
and
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [643e]

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

S.S. "MACHAON" has arrived and leaves for Japan and Pacific Ports 11th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, L'DON & A'WERP.	"PELEUS"	On 21st July.
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 18th August.
*LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 11th July.
	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th July, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"HUNAN"	10th July.
SHANGHAI	"KIUKIANG"	11th "
SAMARANG and SOERABAYA	"SHANTUNG"	15th "
MANILA	"SUNGKIANG"	15th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th July, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	ILOILO and CEBU	FRIDAY, 10th July, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 11th July, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 18th July, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW*	"ANPING MARU"	J. Goto	SATURDAY, 11th July.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th July.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th July.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON KAISEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 7th July, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW," 1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour, Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "GLENESK," Captain Rafferty, will be despatched as above on THURSDAY, the 9th July. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 5th June 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship "GLENGARRY," Captain Willy, will be despatched as above on TUESDAY, the 14th July. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 25th June, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship "VERONA," Captain H. N. Spiesen, will be despatched as above on or about SATURDAY, the 15th July. For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th July, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	N. Tate	3,876	SATURDAY, 11th July, at 11 A.M.
ROHILLA MARU	E. P. Bishop	3,869	SATURDAY, 18th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 7th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.) THE Company's Steamship "TRIESTE," Captain Mecozzi, will be despatched as above on TUESDAY, the 21st July. For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 30th June, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

"AUSTRALIAN," Captain W. G. MacArthur, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M. from Macao to Hongkong at 2 P.M. SUNDAY included. 1st Class fare (including cabin and servant), \$3; return ticket, \$5. 2nd Class, \$1.50; return ticket, \$2.50. 3rd Class, \$1. Steerage, \$0.50. Superior cabin accommodation. Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 22nd June, 1903.

EXCURSION TO MACAO.

THE Fast and Commodious Steamship

"WING CHAI," will leave her wharf, opposite Central Market, EVERY SUNDAY (during the Summer Months) at 8.30 A.M. returning at 8 P.M. or later.

FARE.—Return Ticket including Tiffin and Dinner (either on Board or at Macao Hotel) \$5. A Bath—Bathing Sea Bathing is provided and Bathing Clothes, &c., provided at a reasonable rate.

SAM WANG & CO., LD., Hongkong, 30th June, 1903.

KWONG WAN STEAMBOAT COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"PAK KONG," Captain W. Moore Mason. Departures from HONGKONG to MACAO, Daily, at 7 A.M. SUNDAY included. Departures from MACAO to HONGKONG, Daily, about 2 P.M. SUNDAY included. Special Trip every Sunday leaving Hongkong at 8 A.M. Macao 5.30 P.M. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, (Single)	\$1.00
2nd "	.50
3rd "	.20
Meals on Board	1.00

Further Particulars may be obtained at the Office of the

KWONG WAN STEAMBOAT CO.

Hongkong, 3rd July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

Steamship.	1903.	About
"MACDUFF"	15th July.	
"SAINT BEDE"	25th July.	
"OROL"	To follow.	
"MOGUL"	"	
"SATSUMA"	"	

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd July, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	N. Tate	3,876	SATURDAY, 11th July, at 11 A.M.
ROHILLA MARU	E. P. Bishop	3,869	SATURDAY, 18th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 7th July, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain C. S. Weigall, will be despatched as above TO-MORROW, the 10th inst., at 4.30 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th July, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 7th July, 1903.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "ISCHIA," Captain Maganini, will be despatched as above on TUESDAY, the 14th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 8th July, 1903.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAFFRAIK & Co., General Managers.

Hongkong, 9th July, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO.

THE Steamship

"ATHOLL," Captain Porter, will be despatched for the above Ports TO-MORROW, the 10th instant, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th July, 1903.

FOR ILOILO.

THE Steamship

"NEIL MACLEOD," Captain Ugart, will be despatched as above on SATURDAY, the 11th instant, at 10 A.M.

For Freight or Passage, apply to BRANDAO & CO., Agents.

Hongkong, 8th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA," Captain Seller, will be despatched for the above Ports, on or about TUESDAY, the 14th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 7th July, 1903.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M. TO-MORROW.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1903.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL," FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 15th instant, at 9.30 A.M.

All Claims must reach us before the 18th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 8th July, 1903.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGLYLE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the God

Shipping.

Arrivals.
Machao, Br. s.s., 4,278, Long, 8th July.
Singapore 3rd July, Gen.—B. & S.
Whampoa, Br. s.s., 1,109, Laver, 8th July.
Shanghai 3rd July, and Amoy 6th, Gen.—
B. & S.

Jeserie, Br. s.s., 3,113, 'hotton, 8th July.—New
Zealand 9th June, Coal.—Mr. Dodman.
Dagmar, Ger. s.s., 921, Gosewisch, 8th July.
Swatow 7th July, Ballast.—M. & Co.
Rosetta Maru, Jap. s.s., 2,402, Tate, 8th July.
—Manila 6th July, Gen.—T. K. K.
Glengyle, Br. s.s., 2,244, Darke, 8th July.
London 24th May, and Singapore 3rd July.
Gen.—McG. B. & G.
Australian, Br. s.s., 3,355, McArthur, 9th July.
—Sydney 16th June, and Manila 6th July.
Gen.—G. L. & Co.
Manila, Br. s.s., 2,711, Lewelling, 9th July.
Yokohama 26th June, Gen.—P. & O. S. N.
Anping Maru, Jap. s.s., 1,053, Goto, 8th July.
Fochow 6th July, and Amoy 7th, Gen.—
O. S. K.
Pronto, Nor. s.s., 837, Seeberg, 9th July.
Newchwang 2nd July, and Chefoo 3rd.
Beans and Oil.—E. A. T. Co.
Kohsichang, Ger. s.s., 1,292, Spiesen, 9th July.
—Bangkok 2nd July, Rice and Woods.
H. & S.
Fausang, Br. s.s., 1,410, Mitchell, 9th July.
Chefoo and Swatow 8th July, Gen.—J. M.
Kasuga Maru, Jap. s.s., 2,368, Hunter, 9th
July.—Thursday Island 30th June, Gen.—
S. Y. K.

Departures.
July 9.
Preussen, for Europe.
Babelberg, for Amoy.
Petchaburi, for Bangkok.
Haitong, for Swatow.
Whampoa, for Canton.
Taisyuan, for Kobe.

Passengers arrived.
Per Machao, from Singapore—520 Chinese.
Per Manila, from Yokohama—Mr. Ham-
mont.
Per Fausang, from Chefoo, &c.—Messrs.
May and Kinnaird.
Per Australian, from Sydney—Messrs. A. S.
Murray, J. A. Pattie, Mr. and Mrs. Little-
Misses Springharpe, E. J. Taylor, Reid, N.
Reid, Mrs. Miller, Messrs. E. R. Cook, S. V.
Winter, J. Winter, Ransome, Dejon, Miss
Dejon, and 7 in steerage from Australian
Ports. From Timor—Major F. Rodriguez,
Capt. Joaquina de Conceicao, wife and child,
Mr. José Ferreira, Sisters C. Iacantha Matta,
D. M. Machado, Misses Anna M. d'Arango, D.
M. d'Arango, Mr. José Baptista, and 22 in
steerage. From Manila—Messrs. J. G. Jury,
H. Scullins, Capt. L. S. Miller, Mrs. Hubbell,
Misses E. Hubbell, Margaret, Hubbell, Master
R. Hubbell, Dr. R. T. Oliver, Major and Mrs.
Breckenman, Mr. Douglas Foster, Dr. and Mrs.
Rutledge, Miss Rutledge, Master G. Rutledge,
and 17 Japanese in steerage.
Per Kasuga Maru, from Thursday Island—
Messrs. F. H. Nicol, L. Hopkins, S. W. Child,
G. Wodehouse, Dr. G. Cox, Messrs. E. L. Lavill,
J. S. Hynch, Prof. W. Davis, Messrs. F. S.
Hynch, W. Boxter, 9 Chinese and 4 Japanese.

Shipping Reports.
Str. Kohsichang from Bangkok—Fine weather, smooth sea.
Str. Machao from Singapore—Light S. winds throughout.
Str. Australian from Sydney—General fine weather throughout.
Str. Fausang from Chefoo—Moderate E.N.E. winds and sea to Nine Pins, rainy from there to port.
Str. Jeserie from New Zealand—Fine weather throughout the Torres Straits, heavy rain crossing the line.
Str. Whampoa from Shanghai—Fresh S.W. winds, with rain and head sea to Amoy, thence fine weather to port.

Steamers Expected.

Vessels	From	Agents	Due
Kaga Maru	Moji	N. Y. K.	July 10
Sungkiang	Manila	B. & S.	July 11
America Maru	Manila	T. K. K.	July 12
Hiroshima Maru	Manila	N. Y. K.	July 12
Yarra	Singapore	M. & Co.	July 14
Kumsang	Singapore	J. M. & Co.	July 14
Vavata Maru	Japan	N. Y. K.	July 14
Korea	Japan	P. M. Co.	July 16
Hyades	Victoria	N. P. Co.	July 16
Tsinar	Sydney	B. & S.	July 17
Athenian	Vancouver	C. P. R. Co.	July 20

Ships Passed The Canal.
Onward—2nd June—H. Riley, Baguagem Marquis, 9th June—Bentley, Salsuma, Khalif, Adana, 12th June—Silvia, Manaton, Indran, Merionethshire, Dardanus, 16th June—Alesia, 19th June—Awa Maru, Breizhuel, Barion, Dianon, Braemar, 24th June—Renglor, Solvay, 26th June—Eva, 1st July—Bamberger, Patroclus, Devonshire, Sachsen, 4th July—Malacca, Tonkin, Nestor, 7th July—Foxtonhall, Manchuria, Glenshiel, Calchas, Indradro, Vermont.
Homeward—26th June—Candia, Bombay, 1st July—Kangasawa Maru, 4th July—Kamakura Maru.
Arrivals at Home—1st July—Jason, Richmond Castle, 3rd July—Shanghai, 4th July—Zieten, Salazie, 7th July—Afridi.

Hongkong & Whampoa Dock Returns.

Mongkut at Kowloon Dock.
Chuen-tien " " " " " "
San Joaquin " " " " " "
Shantung " " " " " "
Devawongse " Cosmopolitan "

Vessels in Port.

STRAITERS.

Amara, Br. s.s., 1,565, Mattock, 5th July.—Sourabaya 26th June, Sugar.—J. M. & Co.
Arab, Br. s.s., Gow, 8th July.—Moji 2nd July, Coal.—A. K. & Co.
Atholl, Br. s.s., 3,031, Porter, 28th June.—San Francisco 28th May, Yokohama 20th June, and Moji 23rd, Gen.—C. S. S. Co.
Coptic, Br. s.s., 2,744, Rinder, 30th June.—San Francisco 3rd June, and Shanghai 28th, Manila and Gen.—O. & O. S. Co.
Devawongse, Ger. s.s., 1,057, Kumpel, 1st July.—Bangkok 25th June, Rice.—B. & S.
Ellen Rickmers, Ger. s.s., 997, Henrichsen, 7th July.—Moji 2nd July, Coals.—D. & Co., Ltd.
Empress of Japan, Br. s.s., 3,023, Pybus, R.N.R., 7th July.—Vancouver 15th June, and Shanghai 4th July, Mails and Gen.—C. P. R. Co.
Glenartney, Br. s.s., 1,944, Stevenson, R.N.R., 2nd July.—Swatow 1st July, Ballast.—McG. B. & G.
Haimun, Br. s.s., 672, Mutton, 8th July.—Tamsui 6th July, Amoy 7th, and Swatow 8th, Gen.—D. L. & Co.
Haitan, Br. s.s., 1,183, Roach, 7th July.—Fochow 5th June, and Amoy 6th, Gen.—D. L. & Co.
Ischia, Ital. s.s., 2,784, Maganzini, 4th July.—Bombay 17th June, and Singapore 28th, Gen.—C. & Co.

Karin, Swed. s.s., 697, Petterson, 8th July.—Canton 8th July, Gen.—S. W. & Co.
Lightning, Br. s.s., 2,122, Spence, 6th July.—Calcutta 20th June, Penang and Singapore 30th, Gen.—D. S. & Co., Ltd.
Loongsang, Br. s.s., 1,021, Weigall, 6th July.—Manila 3rd July, Gen.—J. M. & Co.
Marie Jensen, Ger. s.s., 1,771, Bendixen, 5th July.—Samarang 25th June, Sugar.—Order.
Marita, Fr. s.s., 1,821, Paoli, 3rd July.—Antwerp 19th Apr., and Haiphong 30th June, Railway Iron.—L. W. & Co.
Mausang, Br. s.s., 1,644, Welsh, 7th July.—Sandakan 2nd July, Timber and Gen.—J. M. & Co.
Meefoo, Ch. s.s., 1,321, Stewart, 8th July.—Shanghai 30th June, and Fochow 6th July, Gen.—C. M. S. N. Co.
Mogul, Br. s.s., 2,354, Bailey, 7th July.—Singapore 1st July, Gen.—D. & Co., Ltd.
Mongkut, Ger. s.s., 895, Gösche, 4th July.—Bangkok 28th June, Rice and Teakwood.—B. & S.
Neil McLeod, Am. s.s., Ugarta, 6th July.—Hilo 2nd July, Sugar and Timber.—B. & Co.
Oceana, Ger. s.s., 700, Yanke, 5th July.—from Karolines, Copra.—S. & Co.
Palawan, Br. s.s., 2,995, Andrews, R.N.R., 7th July.—London 30th May, and Singapore 2nd July, Mails and Gen.—P. & O. S. N. Co.

Perla, Br. s.s., 1,287, McGinty 5th July.—Moji 29th June, Gen.—S. T. & Co.
Phranang, Ger. s.s., 1,021, Mangelsdorff, 5th July.—Koh-si-chang 29th June, Rice.—M. & Co.
Pompey, Am. s.s., 1,200, Range, 28th May.—Manila, P.I. 25th May, Ballast.—U. S. Government.
San Joaquin, Am. s.s., 237, Galdier, 26th Apr.—from Apam, Ballast.—Order.
Sishan, Br. s.s., 845, Jones, 7th July.—Saigon 1st July, Rice, Meal and Gen.—B. & Co.
Sultan van Langkat, Dutch s.s., Rehmers, 7th July.—Swatow 5th July, Kerosine.—M. & Co.
Taitu, Ger. s.s., 1,603, Menzell, 20th June.—Mauritius via Singapore 14th June, Gen.—E. A. T. Co.
Tartar, Br. s.s., 2,768, Beetham, 6th July.—Vancouver, B.C. via 19th June, Gen.—C. P. R. Co.
Telemachus, Br. s.s., 1,339, Williamson, 29th June.—Saigon 25th June, Rice and Flour, &c.—Nam Wo & Co.
Tetartus, Ger. s.s., 1,578, Desler, 30th June.—Singapore and Hoihow 23rd June, Rice.—S. & Co.
Tyr, Nor. s.s., 1,418, Danielsen, 8th July.—Canton 8th July, Coal.—E. A. T. Co.
Ulubard, Nor. s.s., 1,259, Andersen, 7th July.—Moji 2nd July, Coal.—Mr. Jeffries.
Zafiro, Br. s.s., 1,611, Rodger, 7th July.—Manila 3rd July, Gen.—S. T. & Co.

SAILING VESSELS.
Alcides, Br. ship, 2,492, Dart, 22nd June.—New York 21st Feb., Case Oil.—S. O. Co.
Boieldien, Fr. lq., 1,747, Harong, 24th June.—New York 15th Dec., Kerosine.—S. O. Co.
Columbia, Am. sch., 772, Sprague, 27th Mar.—B. & S.
Connatable Richmond, Fr. bq., 1,732, Rault, 5th June.—New York 1st Dec., Kerosine.—S. O. Co.
Dharwar, Swed. bq., 1,270, Larsson, 11th Apr.—Fremantle 13th Dec., Sandalwood.—J. M. & Co.
Gros-enor, Br. bq., 516, Boga, 14th June.—Mauritius 16th June, Sugar.—A. & Co.
Kentmere, Br. 4-masted bq., 2,437, Burch, 27th Apr.—Shanghai 20th Apr., Ballast.—S. O. Co.
Pierre Anonine, Fr. bq., 1,740, Reteget, 1st Apr.—New York 3rd Oct., Oil.—Order.
Prince Albert, Norw. ship, 1,498, Hansen, 10th June.—Fremantle 29th Apr., Sandal Wood.—Gilman & Co.

Post Office.

A Mail will close for:

Shanghai, Moji, Kobe and Yokohama—Per Palawan, 10th inst., 9 A.M.
Canton—Per Hankow, 10th inst., 9.30 A.M.
Swatow, Amoy and Fochow—Per Haitan, 10th inst., 10 A.M.
Moji, Kobe, Yokohama, Honolulu and San Francisco—Per Atholl, 10th inst., 11 A.M.
Singapore, Penang and Colombo—Per Manila, 10th inst., 11 A.M.
Macao—Per Heungshan, 10th inst., 1.15 P.M.
Hilo and Cebu—Per Perla, 10th inst., 3 P.M.
Shanghai—Per Meef, 10th inst., 3 P.M.
Manila—Per Loongsang, 10th inst., 3.30 P.M.
Cebu and Hilo—Per Hunan, 10th inst., 3 P.M.
Nantao—Per Taitu, 10th inst., 5 P.M.
Macao—Per Wingchei, 10th inst., 5 P.M.
Canton—Per Kinkhan, 10th inst., 5 P.M.
Manila—Per Zafiro, 11th inst., 9 A.M.
Hilo—Per Nell Macleod, 11th inst., 9 A.M.
Manila—Per Rosetta Maru, 11th inst., 10 A.M.
Nagasaki, Kobe and Yokohama—Per Kasuga Maru, 11th inst., 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Coptic, 11th inst., 11 A.M.
Singapore, Sourabaya and Samarang—Per Amara, 11th inst., 2 P.M.
Swatow, Amoy and Tamsui—Per Haimun, 11th inst., 2 P.M.
Singapore, Colombo and Bombay—Per Peltia, 11th inst., 11 A.M.
Singapore, Penang and Calcutta—Per Lightning, 14th inst., 11 A.M.
Singapore, Penang and Bombay—Per Ischia, 14th inst., 11 A.M.
Kump, &c., India, via Tuticorin—Per Ernest Simons, 14th inst., 5 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per Indravelli, 14th inst., 3 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per Kaga Maru, 14th inst., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 15th inst., 11 A.M.
Manila—Per Sungkiang, 15th inst., 3 P.M.
Samarang and Sourabaya—Per Shantung, 15th inst., 4 P.M.
Manila—Per Rubi, 18th inst., 9 A.M.
Europe, &c., India, via Tuticorin—Per Ballarat, 18th inst., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per Tartar, 22nd inst., 11 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Taisyuan, 27th inst., 3 P.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.
On the 9th at noon. The barometer has fallen over Japan, risen over the Loochoos and China coast.
The depression lying E. of the Loochoos yesterday has moved NE. and lies now off the S. coast of Central Japan. Pressure is low also over Manchuria.
Pressure is relatively high over the E. coast of China and the middle part of the China Sea. Moderate NE. winds in the Formosa Channel, and moderate S. monsoon over the N. part of the China Sea.
Forecast—E. to SE: winds, moderate; squally, showery.

YESTERDAY'S WEATHER REPORT.

On date at 4 p.m.	On date at 10 a.m.
Barometer	29.73
Temperature	86
Humidity	72
Rainfall	—

CHINA COAST METEOROLOGICAL REGISTER.

	July 9th, 1903, a.m.	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok	7 a.m.	29.61	59	99	S	3
Venuro	6 a.m.	29.76	—	—	NE	6
Hakodate	—	29.73	—	—	SE	4
Tokio	—	29.71	—	—	S	6
Kochi	—	—	—	—	—	—
Nagasaki	—	29.64	—	—	N	6
Kagoshima	—	29.60	—	—	W	4
Oshima	—	29.73	—	—	NW	4
Naha	—	29.77	—	—	N	2
Ishigakijima	—	29.74	—	—	NE	4
Taihou	5 a.m.	29.7	—	—	E	2
Taipei	—	29.73	—	—	—	—
Tainan	—	29.73	—	—	—	—
Koshun	—	29.75	—	—	E	2
Pescadore	—	—	—	—	—	—
Weihaiwei	9 a.m.	29.73	83	—	NW	2
Shanghai	—	29.88	74	86	NE	2
Guangzhou	—	29.86	74	86	N	3
Shanghai	—	29.82	75	82	NE	1
Swatow	9 a.m.	29.8	83	87	S	1
Canton	—	29.8	83	87	S	1
Hongkong	10 a.m.	29.77	79	93	ESE	2
Victoria Peak	—	—	—	—	—	—
Gap Rock	—	—	—	—	—	—
Macao	—	29.75	84	—	SE	1
Haiphong	—	—	—	—	—	—
Manila	—	29.84	86	78	SW	1
Malate	9 a.m.	—	—	—	—	—
Bacolod	—	—	—	—	S	2
Hilo	—	—	—	—	—	—
Cebu	—	29.84	87	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, Mr. Joseph, Mr. and Mrs. J. T.
Andrews, H. W. Katsch, E. A.
Anton, A. S. Kirkwood, J.
Baile, J. Koster, Mrs. F. J.
Begley, H. T. Langley, A. E.
Black, Mr. and Mrs. Leggat, E. A.
Boggan, Mr. and Mrs. R. Macgowan, R. J.
Bonner, E. A. Marriott, Dr. A.
Bowers, Dr. Maat, Sydney Eyndy
Brown, W. S. Maat, Mr. E.
Duck, Hart. Merecki, J.
Bugge, J. Miller, P. L.
Childs, S. W. Murphy, Mr. and Mrs. E. O.
Clarke, W. G. Murray, A. E.
Charles C. J. Nicol, F. Hamilton
Colson, F. T. Parfit, W.
Cox, Dr. G. R. Pattie, J. A.
Dawson, Mrs. W. F. Potts, W. H.
Dean, G. Reid, H. J.
Derbyshire, J. H. Savill, E. L.
Douglas, Capt. & Mrs. Settle, B.
J. Share, G. Wade
Downing, T. C. Shoo, J. R.
Dunn, Mr. and Mrs. J. Skott, C.
Edwards, F. W. Strong Dr. and Mrs. R. P.
Ellis, Mr. and Mrs. A. Emerson, A.
Emerson, A. Falik, D. L.
Fisher, H. G. Thomas, Miss E. V.
Gardenshire, Mrs. W. C. Thomson, Dr. J. C.
George, C. Walker, Mr. and Mrs. W. B.
Glover, C. Walters, Mrs.
Hall, Capt. Watkins, C. A.
Haughwout, W. B. White, Jas. W.
Hill, L. D. Willard, H. A.
Hooper, Mr. and Mrs. Hopkins, L.
Hopkins, L. Woolmer, Mr. and Mrs.
Howard, Thos. Wright, Mr. and Mrs. C. Gordon
Icely, Rev. F. Wynn, T. J.
Jamieson, Mrs. Jamieson, Mr.

KING EDWARD.

Coulson, C. H. Reiber, F.
Felicies, Sebastian Rose, Mr. and Mrs. T.
Howard E. R. Scullin, H.
Kofod, Capt. Stephens, M. J. D.
Muelle, Ed. (Consul for Vaughan, H. S.
Peru)

CONNAUGHT.

Benjamin, M. Humphreys, W.
Campbell, R. E. Lieut. Marston, Mrs.
J. R. Marston, F.
Colbert, P. D. Stodart, L.
Darby, A. J. Tibbey, H. M.
Denby, T. Tywhitt, T.
Dufour, Mrs. B. Veitch, F. G.
Houghton, R. Williams, W. H.
Lee, G. E.

KOWLOON.

Curran, Capt. D. J. Nobbs, A. P.
Graham, Jas. Wm. Rang, Capt.
Kinney, Capt. Selmucho, Mr. R. H.
Jewell, Frank F. Williamson, H. C.

PEAK.

Allison, A. Manasreh, R. S.
Armat, S. B. Martin, R.
Barnett, Dr. McDermott, A. P. B.
Beattie, Andrew. McCowan, Mr. & Mrs.
Behn, Geo. Mitchell, Robert
Benson, A. R. D. Major. Mitchell, Robert
Berkley, H. G. Montmore, Miss C.
Berkley, H. G. Ollie, Mr. and Mrs. F. B.
Bernard, Mrs. Ordish, Owen
Brusse, George. Ormiston, R. A. Major
Bunny, Major and Mrs. Mrs. J. W.
Chapman, Mr. & Mrs. Pipit, Leonard D.
A. Pipit, Donald
Chichester, Maj. A. A. Pollock, K. C. H. E.
Franch, A. S. C. Major Pratt, R. A. Major and Mrs. H. A.
Fuchs, A. Runsey, R. M. Hon. R. Murray
Gibson, Dr. Robert. Sawyer, Mrs. W. E.
Grant, G. C. Lindsay. Hamilton, Major A. B. Scott, Charles R.
Hamilton, Major A. B. Scott, Charles R.
Hewitt, F. T. Baines. Sinclair, A.
Hübner, F. Smith, Carl W.
Jeffries, H. U. Spackhaver, W. O. C.
Joseph, Mr. and Mrs. Strachan, A.
E. S. Thompson, Capt. N. G.
Jones, Mr. and Mrs. P. Thompson, O. D.
N. H. Tugart, F.
King R. H. Wemborn, S. T.
Macleod, Wm., D.D.S. Wilford, F. C.

OCCIDENTAL.

Adamsen, Mrs. H. and Kert, F. Dr.
family. Lopez, Senior
Burdett, Fred. D. Lopez, Amaro
Burtos, A. Bruce. Miller, John H.
Curtis, W. W. Mogford, D. W.
Dabbelman, Dr. Fesare, T. Licut.
Diaz, George A. Stephens, H.
Donald, W. H. Sullivan, R. M.
Harris, Paul H. Symington, Mr. & Mrs. James R.
Hickman, Jas. James R.
Kastmann, K. Tetric, Darum
Keney, T. P. Woodbridge, F. J.

CRAIGIEBURN.

Caufield, Master and Helms, W.
nurse. Lambell, Lieut. and
Gaskell, Mr. and Mrs. Mrs. F. W.
Harvey, Lieut. and Moss, D. K.
Mrs. J. S. Wright, Mr. and Mrs.
Johnston, Mrs. and R. F. child & nurse
child

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 17/2=£25.26 for half-year ending 31/12/1901.	\$680 b.
National Bank of China, Ltd.	\$ 8	3/1½ = \$1.96 1/2 for 1902	\$27½ b.
Do. Founders.	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd.	\$ 100	60 per cent = \$30 per share for 1901	\$500
China Traders' In. Co., Ltd.	\$ 25	16 ½ = \$1 for year ended 30.4.1902	\$60
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902.	Tls. 220
Yangtze In. Association, Ltd.	\$ 60	20 ½ = \$12 for 1901	\$130
Canton In. Office, Ltd.	\$ 50	28 ½ = \$14 per share for 1901	\$177½ sa. & b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$24 per share for 1901	\$330 s.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$85 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.	\$ 15	\$1½ for half-year ending 31.12.1902	\$58½ b.
Indo-China S. N. Co., Ltd.	\$ 10	5 ½ = 10/- per share for 1902.	\$27 ex div.
China & Manila S.S. Co., Ltd.	\$ 50	10 ½ = \$5 per share for 1900.	\$25
Douglas S. S. Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1902.	\$40 b.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30.6.1902	\$27 b.
"Shell" Transport & Trading Co., Ltd.	\$ 1	60 cts. 30/4/93	\$17 b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	£1/2/6 b.
Shanghai Tug Boat Co., Ltd.	Tls. 100	Final of 5% making 7% for the year.	Tls. 48 a.
Shanghai Cargo B. Co., Ltd.	Tls. 100	Final of 7% making 20% for 1902.	Tls. 345 b.
Co-operative Cargo B. Co., Ltd.	Tls. 100	Final of 7% making 13% for 1902.	Tls. 172½ b.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$104 s.
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10 b.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30.9.02	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$2½ b.
Société Française des Charbonnages du Tonkin	Fr. 250	Int. of Frs. 30 per share for 1902	\$600
Jebebu Mining & Trading Co., Ltd.	\$ 5	No. 9 of 5% for ½-year end. 31.7.94	\$1½ s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10.	No. 12 of 1/- per share 28.1.01	\$9 s.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6½ s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	10% & bonus 2% for ½ year 31.12.02.	\$215 b.
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 7	Tls. 180 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of \$2½ making \$4½ for 1902	\$89
New Amoy Dock Co., Ltd.	\$ 6½	\$2½ for 1901	\$40 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 282½ sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1902	\$9½ sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1902	\$162½
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$57½ b.
West Point Building Co., Ltd.	\$ 50	Final of \$1.60 making \$3.10 for 1902	\$52 b.
Oriente Hotel Co., Ltd.	\$ 50	\$6 for 2nd & 4-year making \$12 for 1902	\$153
Oriente Hotel Co., Ltd. (Manila)	\$ 50	8% = \$4 for ½-year ending 31.12.1900	\$40 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15% for half-year ending 31.12.01	\$31 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 16 s.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$12
S'hai Land Investment Co., Ltd.	Tls. 50	Final of 6% making 12% for 1902	Tls. 108 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents per share	\$15
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	3% for period ended 31.10.97	Tls. 38 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3% on account of 1898	Tls. 40 s.
Lao-ung-kow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 40 b.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02	Tls. 50 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$24½ b.
China-Borneo Co., Ltd.	\$ 12	First year	\$10
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5% for 1902	\$14½
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 s.
Hongkong Electric Co., Ltd.	\$ 10	80 cents for year ending 30.4.1902	\$13½
Hongkong Electric Co., Ltd.	\$ 5	40 cents for year ending 30.4.1902	\$7½
Hongkong & China Gas Co., Ltd.	£ 10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$140 b.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$49 b.
Hongkong Ice Co., Ltd.	\$ 25	Final of \$12, making \$16 for 1902	\$240
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
Dairy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$12 sa.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent. = \$2½ for 1901	\$10 s.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2½ for 1902	\$10 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6.		£5½ h.
United Asbestos Oriental Agency, Ltd.	\$ 4	80 cents for year ending 31.5.02	\$9½ b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	\$19.80 for year end. 31.5.02 acct. 1903	\$155
China Light & Power Co., Ltd.	\$ 20	Interim of 6%	\$14 b.
Robinson Piano Co., Ltd.	\$ 50	None	\$6 b.
Manila Investment Co., Ltd.	\$ 50	5% = \$2½ for half-year 1901	\$10
William Powell, Ltd.	\$ 10	None	\$15 b.
Maatschappij tot Mijl'n-Boschen Landbouw exploitatie in Langkat, Limited	Guilders 100	Final of 50 cents for half-year 30.6.02. { 3rd Interim Dividend of Tls. 7½ and bonus of Tls. 2½ per share paid 15.6.1903	Tls. 315 sa.
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & PORTER	
Telephone No. 148., P. O. Box No. 111.		Share Brokers.	
NOTE:—b=buyers, s=sellers, sa=sales.			

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July 3rd.

R. G. HECKFORD,
MANAGER.